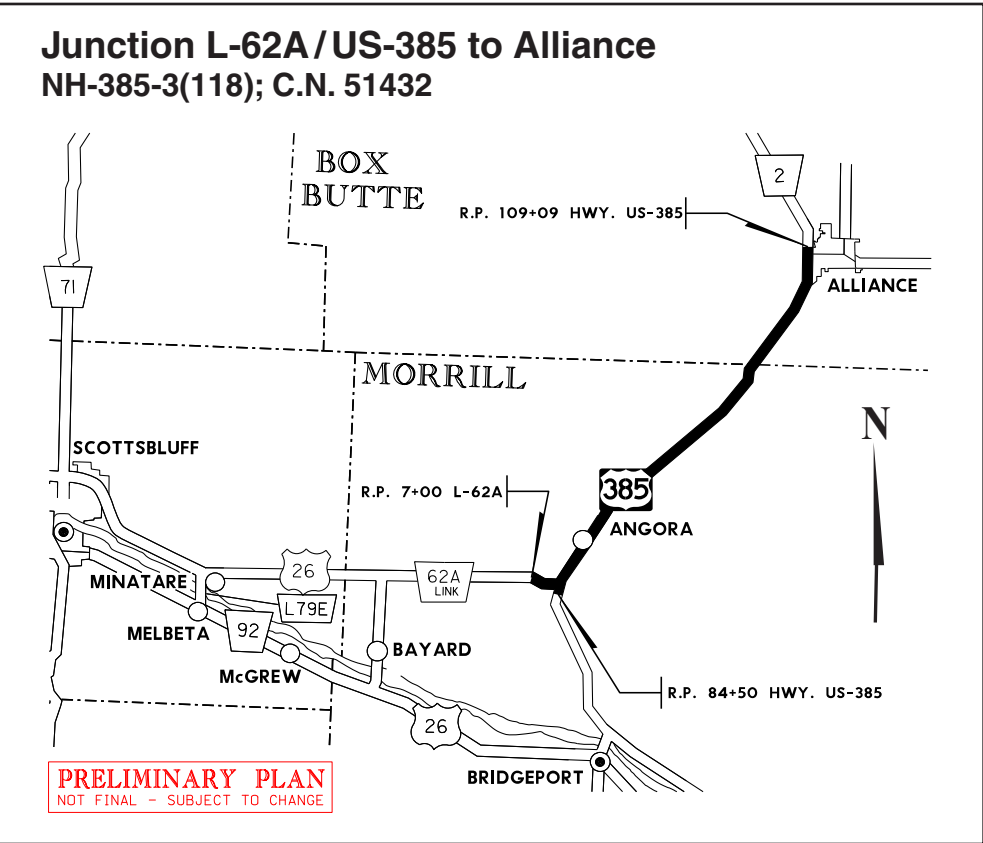



**ACCOMMODATION OF TRAFFIC:** Proposed construction would be built “under traffic,” or without a detour. Appropriate traffic control may be necessary to maintain traffic during construction.

**RIGHT-OF-WAY:** Acquisition of property rights for new right-of-way (ROW) and temporary and permanent easement rights would be required. It is estimated approximately 300 acres of new ROW would be required to complete the project, with access control rights purchased along the entire corridor. It is anticipated three residential relocations would be required; no commercial relocations are expected.


**POTENTIAL IMPACTS:** A draft Environmental Assessment (EA) has been prepared to determine the potential environmental impacts associated with the proposed project. Environmental resources evaluated include wetlands, threatened and endangered species, cultural resources, environmental justice, noise impacts, aesthetics and required acquisition of property rights for new ROW. The draft EA document may be viewed on the NDOR website at <http://www.transportation.nebraska.gov/projects/>. Copies are available at the FHWA and NDOR headquarters in Lincoln, the NDOR District 5 Office in Gering, in Alliance at the City Offices and Public Library, the Angora Post Office, and the City Office of Bridgeport. The information is available for a 30-day comment period: September 15—October 16, 2014.

**ESTIMATED COST:** The first construction project, Alliance South, DPS-385-4(139), CN 51522, would construct US-385 from West 3<sup>rd</sup> Street south to approximately Mile Marker (MM) 100+00 and is estimated at \$25 million. The second construction project, L-62A North, S-385-3(1021), CN 51443, would construct US-385 from approximately MM 100+00 south to the junction of US-385 and L-62A, and is estimated at \$30 million. The third project, which would construct a sweeping curve connecting L-62A to US-385, is currently not programmed. Preliminary engineering, ROW and utilities costs for the corridor are tracked under a separate project, NH-385-3(118), CN 51432, and are estimated at \$10 million. The total cost (in today’s dollars) of the project contemplated is estimated at \$90 million, which includes an estimated \$25 million to construct the sweeping curve and reconstruct the northbound lanes. Funding sources would include federal, state (the Build Nebraska Act), and local funding (City of Alliance). The City of Alliance would participate with a 20% cost share for the portions of the project within or adjacent to the city limits.






U.S. Department of Transportation  
Federal Highway Administration



Nebraska Department of Roads



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**PUBLIC HEARING**  
**Wednesday, October 1, 2014**  
**Newberry’s, 402 Box Butte Ave., Alliance, NE**  
**Open House: 5:00-6:30 pm MDT / Public Forum: 6:30-7:00 pm MDT**

**NH-385-3(118); C.N. 51432**  
**JUNCTION L-62A/US-385 TO ALLIANCE**

**This public hearing is being held to provide information and receive input on the Draft Environmental Assessment (DEA) regarding the construction of a portion of U.S. Highway 385 (US-385) from the junction of Nebraska Link 62A (L-62A) to the city of Alliance. This portion of US-385 is identified as part of the “Heartland Expressway.”**

**LOCATION:** The proposed project would begin on Nebraska Link 62A (L-62A), 2.19 miles west of the junction with U.S. Highway 385 (US-385) in Morrill County, and continue north on US-385 into the City of Alliance in Box Butte County, ending just north of the intersection with Nebraska Highway 2 (N-2), also known as West 3rd Street, for a distance of 24.75 miles on US-385. These portions of L-62A and US-385 are part of the “Heartland Expressway.”

**PURPOSE AND NEED SUMMARY (full purpose and need description can be found in the DEA):**

The purpose of this project is to:

- provide an improved north-south highway on a National Highway System (NHS) High Priority Corridor that increases the efficiency and safety of travel.
- fulfill legislative intent of previous transportation bills which provided federally “earmarked” funds for the Heartland Expressway.
- fulfill legislative intent of the Build Nebraska Act, which identified this project as a high priority project for state funds.
- address roadway and operational deficiencies.

An additional project goal is to:

- improve the highway infrastructure in order to facilitate economic development.

The need for the project is based on the mix of traffic, including a high percentage of heavy-truck traffic, in combination with some areas where the roadway geometry does not meet standards.

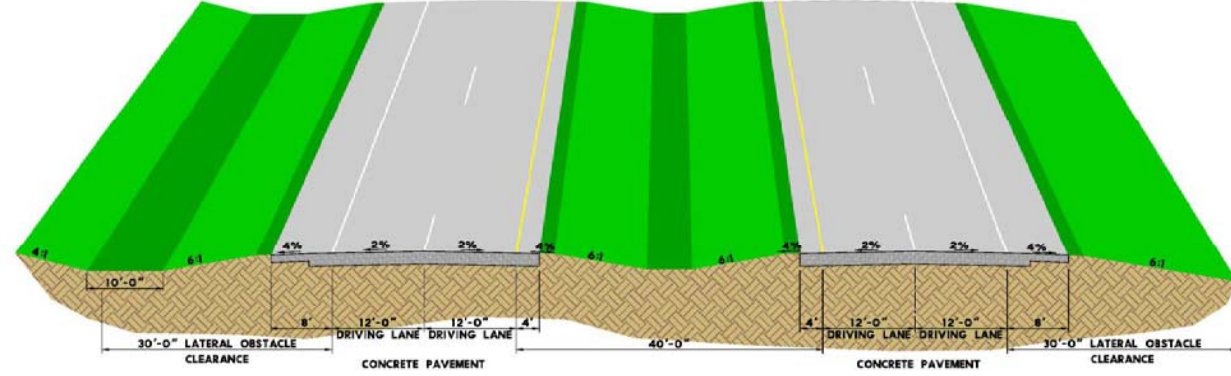
**SCOPE OF WORK:** The proposed construction project would improve the existing US-385 two-lane highway from the Junction of US-385 and L62A, north to Alliance. The improvements would consist of constructing a four-lane divided highway with a depressed grass median throughout the rural portion of the project and five-lane section in Alliance that would provide two lanes in each direction and a center left-turn lane. The project would include reconstruction of the US-385/L62A intersection on a new alignment northwest of the existing highway junction. The proposed project would incorporate improvements to intersections, drainage structures, and lighting.

**TRAFFIC COUNT:**

	US-385 – South of N-2		US-385 – North of L-62A		L-62A – West of US-385	
Year	2014	2036	2014	2036	2014	2036
Vehicles per Day	3885	4950	3550	4655	2520	3410
% Trucks	18%	18%	19%	19%	19%	19%

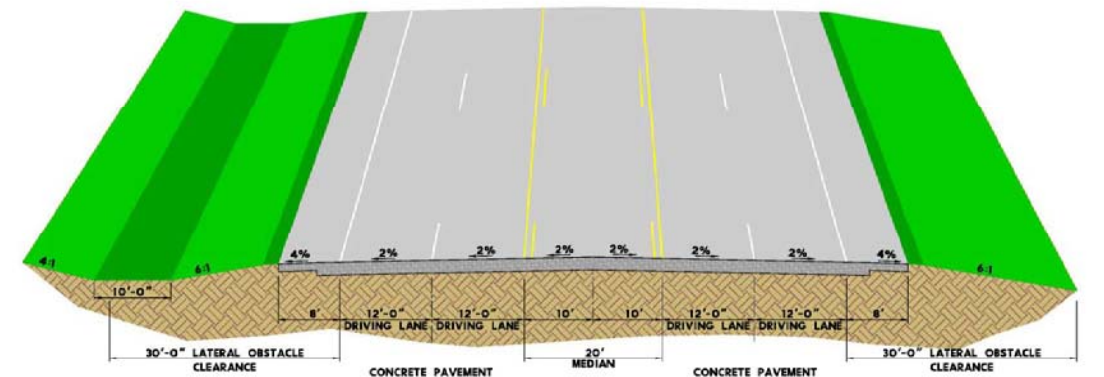
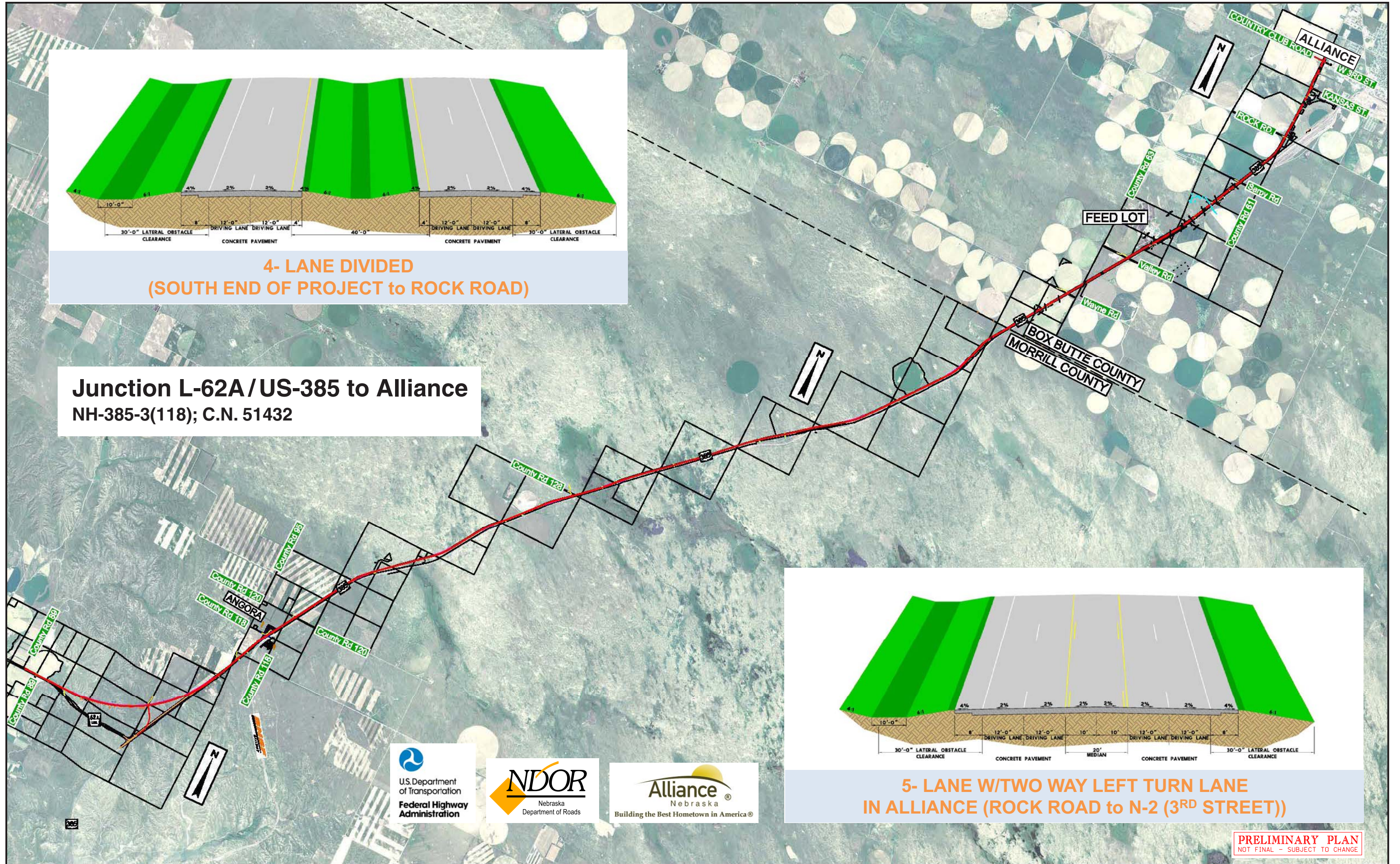
**ESTIMATED CONSTRUCTION SCHEDULE:** Construction of the new southbound lanes is anticipated to be completed under two separate projects. The first, Alliance South, is anticipated to begin in 2016. The second, L-62A North, is anticipated to begin in 2017. The US-385/L62A Junction construction project and reconstruction of the existing northbound lanes is not yet programmed.





**4- LANE DIVIDED  
(SOUTH END OF PROJECT to ROCK ROAD)**

**Junction L-62A/US-385 to Alliance**  
NH-385-3(118); C.N. 51432



**5- LANE W/TWO WAY LEFT TURN LANE  
IN ALLIANCE (ROCK ROAD to N-2 (3<sup>RD</sup> STREET))**



**PRELIMINARY PLAN**  
NOT FINAL - SUBJECT TO CHANGE